

LETTER FROM BRAZIL.

Secretary Baine Writes a Letter to Senator Frye.

The White Man Discusses the Reciprocity Subject.

Says the Project Does not Confer with Protection.

He Reviews Some Interesting History of the Past.

Blaine Answers Frye.

WASHINGTON, July 25.—Secretary Baine has received a letter from Senator Frye in reply to his recent letter. Mr. Baine says, in part:

"You ask me what assurance I have as to Spain's willingness to enter into reciprocal arrangements of trade with the United States. Your question surprises me, for you cannot have forgotten that only six years ago a prime minister of Spain in his anxiety to secure the free admission to our markets of the sugar of Guan and Porto Rico agreed to a very extensive treaty of reciprocity with Mr. Foster, then our minister at Madrid. The year before, in 1880, a very admirable treaty of reciprocity was negotiated by Generals J. S. Grant and Mr. Tresselt, as United States commissioners, with the republic of Mexico. It was a treaty we, considered in its parts and in all its details, whose results would, I believe, have proved very advantageous to both countries. Both these treaties failed of approval for the reason that both provided for the free admission of sugar. Congress would not then allow a single pound of sugar to come in free of duty under any circumstances whatever, and now the proposition is to open our ports free to everybody that we are to do with such a treaty that we are not to have a moment's time to see if we cannot make a better trade—trade by which we may pay for at least a part of the sugar in the products of American farms and shops. Our change of opinion has certainly been remarkable in so brief a period, indeed, in a longer of time not securing the advantageous treaties of reciprocity now is the possiblity on the part of those countries that we are so anxious for free sugar, that by then waiting they can secure it, they desire without giving anything in return.

I sought an interview with the eight

republican members of the committee on

ways and means more than five months

ago, and endeavored to convince them it

would be expedient and wise to leave to

the president an opportunity to see what

advantageous arrangements of reciprocity

that could be effected. I was unable to

persuade the committee to take my view.

It is, then, a very grave mistake to

oppose this reciprocal proposition

toucning sugar from the fear that it may

conflict in some way with the policy of

protection. The danger is, I think

very great in the opposite direction.

The value of the sugar we annually consume

is enormous. Still, we pay for it, in

the same in taxes and in

protection, in taxes and in

tariffs, and thousands of other things,

and the latter mode is the highest form

of protection and the best way to

promote our trade. When we

are in a large way of commercial

intercourse with that great continent of South America, if we do

not now make a beginning? If we now

give away the duty on sugar as we

are ready to give away the duty on

coffee, hides and rubber and

get nothing in exchange which

is probable to the farmer and

factory in the United States, what

shall be our justification for the policy?

You have recently received congratula-

tions, in which I join, on carrying

a proposal through the sen-

ate. Do you not think a line of

laws generally aided by the government

will have a better prospect for profit and

permanence if we can give to them out-

ward cargoes from the United States and

not confine them to inward cargoes from

Latin America?"

News from the German Capital.

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BERLIN, July 25.—It is reported that Emperor William's trip was shortened on account of Bismarck's published interview. The emperor must have been stung by the ex-chancellor's personal sarcasm and the question as to how to silence him probably occupies the emperor's mind as much as the critical developments in the east. All the ideas of adopting equal measures to suppress Bismarck's utterances have, however, been abandoned.

The emperor will return from England on August 1st, and pass a week at Potsdam before starting for Russia. He will return from Russia on the 25th and within a month thereafter it will be known whether the German and Austrian relations with Russia will be more friendly or strained to the point of rupture.

The Gruskinian, of St. Petersburg, which is created with an occasional inspiration by the czar says, in discussing the Russian policy in the Balkans, that the crisis of the expected new arrangements appears to be in the czar's acceptance of Emperor William's candidate for the Bulgarian throne. The events in Bulgaria, however, may precipitate a revolution and nullify his diplomacy.

In view of the possible rupture with Russia, Emperor William, during his recent visit to Copenhagen and Christiansborg, revived the proposal for a Scandinavian coalition, including the reorganization of Fin and by Sweden. The czar's bases, tending to become Russia's of Fin and create a feeling of intense discontent, which threatened the woman's government of Imperial King Oscar, as the price of Sweden's entry.

into the conference, the prospective restoration of Finland.

Prince Bismarck, in giving the Novo-Venians correspondent a second interview, censured the menacing aspect of affairs and said "let it now more than ever be his chief duty to try to assure the peace of Europe. Why, he asserted, should Germany continue to regard Russia as an inevitable enemy. At the present moment, he said, there is no reason exists for a German war with Russia, and an attack on Russia by the Germans was "unconceivable on any good grounds. Germany's energies ought to be concentrated in dealing with the dangers of socialism. The longer the state gave way to the anarchistic demands the longer would be the issue. The whole tenor of the interview suggests that Bismarck is unconcerned to the Kaiser and will become a formalistic opponent in any line of foreign policy involving a quarrel with Russia.

A socialist committee consisting of Seize, Deza, Gobet, Seigner and Aner, have in preparation a plan for the reorganization of the party to be presented to the congress which meets in Berlin in October. The language of the *Volks-Tribune*, which is edited by the extremist Seigner, indicates increasing friction between the sections of the party. The extremists are impatient at Bismarck and Bismarck's pacific policy.

The operation performed by Professor Fuchs, of Vienna, on the eyes of the *Volks-Tribune*'s first wife has proven unsuccessful, and she is now, it is said.

Bismarck's wild west show's prospering. M. Bertrand, the French ambassador, Mr. Phelps, the American minister, and a number of other diplomats and Americans were present at the opening performance. The health committee insisted on a general inspection before the would sanction the opening of the exhibition.

Recounts Ordered.

WASHINGTON, July 26.—The secretary of the interior today ordered a reconstruction of the population of the cities of St. Paul and Minneapolis. Prior to issuing this order the secretary had received from Superintendent of the Census Porter a letter detailing the trouble regarding the count in the twin cities, and the investigation made by his bureau. In it he says:

"One of the greatest attributes of a successful fair," said Carson, "is the integrity of its visitors. The west is laying great store in the fair, and it is interested in its success, recognizing that from such success the greatest advantage to us will accrue. California is especially active and intent to make such an exhibit as is a challenge to the west, and the state is divided. This division is due to the differences of South Lawrence this morning and in fifteen minutes had 1,000 people, seriously injured from fifteen to twenty, slightly injured at least twenty more and cut a swath through a lately populated section 200 feet wide and a mile long, rendering many homes.

This morning caravans were noticed

scouring westward through the heavens.

Such a day, we fear, and, in a few days,

the mass will be wind, the rapidity

toward the city. It was accompanied by

currents of rain. In an instant the

clouds, outgrowing were cast from their

formations and dashed to pieces, and

others were tipped over or blown from

their position and more or less damaged.

The air was filled with flying debris.

Most of those who met death in the

wreck were cast heavily, but

many lay unconscious or groaning

in the ruins of their homes. The

caravans of debris in its path showed

that the cyclone touched the earth at

the edge of the city grounds. It crossed

Summe street, the Broadway rail way and

Parker street, and entering Springdale

street at its southwest end, traversed

its entire length, demolishing nearly

every thing in its course, including one

house on Foster street and two on South

Union street, where they cross Spring-

dale street. It passed from Springdale

street into Union Square, leveling over

500 trees, and thence over the river

where it exhausted its fury on the trees

and fences.

It was while passing under a car that

Yrs. Russel was caught and killed. She

had been to the west, and was returning

with a full bucket. Before going under

the car she failed to notice the approach

of a switch engine, neither did the en-

gineer see Mrs. Russel. She had just

gotten well under the car when the

engine, which was making up

a train, struck the north end

of the string of cars passing

the train a few feet ahead. Mrs. Russel

screeched and was heard by her husband

who was just returning from work. In

another instant the car was laid

over the unfortunate woman.

Mr. Russel jumped forward but was too

late to rescue her. He dragged her from

the track just in time to keep the

other wife's from passing over her.

The right side of her head was

badly crushed. She uttered some

inarticulate words to her husband as he

left the scene of the accident for a doctor

and died before he was out of sight.

Yrs. Russel was 39 years of age and

was a widow.

Has Done Nothing Unlawful.

WASHINGTON, July 26.—On the 26th

the senate secured a resolution

calling upon the secretary of the interior

to state whether or not, in his

knowledge, the Union Pacific Rail-

road company has guaranteed the stock

or bonds of another corporation and

whether or not said Union Pacific Rail-

road company has paid off the interest

of any other corporation and

whether such guarantee and payment

are in accordance with the law and con-

form with the obligations of the

Union Pacific Railroad company to the United

States. The committee has been

requested to make a report on the

subject.

Revolution in Argentina.

Buenos Ayres, July 26.—A revolution

has broken out and at 10 p. m. yesterday

the insurgents are fighting.

Many have

been killed on both sides.

The insurgents are advancing toward

the place of the president's residence,

and the town hall are located.

The rebels are

advancing on the town hall.

They Want a Primitive Action.

WASHINGTON, July 26.—Senate of

the Central American War.

CITY OF MEXICO (via Galveston), July

26.—It is stated here that Guatemala

authorities have cut the land telegraph

lines so that

AN INTERESTING CASE

Bearing in the Case of the Rio Grande vs. the Rio Grande.

The Dispute Over Use of Rio Grande Denver Terminal.

Justice Miller and Judge Easton Sitting Together.

Distinguished Jurists Appeal to Both Sides of Case.

A hearing in the injunction suit of the Rock Island and Denver and Rio Grande railroads was begun in this city Wednesday afternoon as was stated would probably be the case in Tuesday morning's GAZETTE. The hearing was begun in the music room of The Antlers Hotel, with Justice Miller, of the United States supreme court, and Judge Easton, of the United States district court, sitting in the case, and was not begun until 2 o'clock in the afternoon. The fact was reserved, and only persons admitted who were known to be interested. Among the interested spectators present, however, were President, Captain and Assistant General Manager Allen, of the Rock Island; Mr. S. K. Cooper, general passenger agent of the Rio Grande; Judge Campbell, of the district court; Mr. W. S. Jackson, Mr. E. G. Lunt and others.

As attorneys for the railroads, Mr. Thomas F. Wittraw of Chicago, general solicitor, and Mr. K. A. Low of Denver, first vice-president, appeared for the Rock Island, assisted by Judge A. E. Patterson of this city, the local attorney, while for the Rio Grande Messrs. J. F. Vale and Co. Bassey of Denver appeared.

Mr. Low, for the Rock Island, made the opening statement of their case and was "owed" by Mr. Vale for the Rio Grande. From the opening statements the case appears as follows: That in February, 1888, a contract was drawn up between the Rio Grande rail road and the Chicago, Rock Island and Colorado railroads, by which the last named company was to have use of the Rio Grande track between Denver and Pueblo, for certain considerations, provided it built into this city; that it was not six weeks after that it gave notice that it would build into this city. That it did build into this city and for six months ran all of its trains between this city and Denver and Pueblo over the Rio Grande tracks under this agreement. By consolidation, however, the Chicago, Rock Island and Colorado became a part of the Chicago, Rock Island and Pacific. Six months after commencing a road into Colorado Springs the Rock Island made an arrangement with the Union Pacific railroad by which it began to run part of its trains into Denver via Limon, diverting a portion of its trains from the Rio Grande track, but continued to use the Rio Grande terminals at Denver for all its cars, etc. Correspondence between President Captain, of the Rock Island, and General Manager Smith, of the Rio Grande, "owed" regarding this point and the Rio Grande attorneys stated, that the Rock Island agreed to "fully compensate them" for such use at an early day, etc. But that it failed to do so. The Rio Grande some days since notified the Rock Island that on and after August 1st it would no longer permit the use of its terminals, etc., for traffic brought over the Union Pacific. The Rock Island immediately applied in the U. S. district court for a temporary injunction restraining the Rio Grande from interfering with its use of the Rio Grande tracks under the contract, and it is argument in this temporary injunction that it would be heard. Judge Miller, after permitting the Rio Grande attorneys to file a cross bill in which numerous allegations are made but the attorneys for the road stated that they would not go into these on this preliminary hearing as they would involve the taking of testimony. The point in the case is that the Rio Grande claims that the Rock Island can not use its terminals at Denver or other points excepting for traffic brought over its line, and the Rock Island claims that under the contract it can use any part of the line or terminals it designates as it chooses. The case is of course one of construction of the terms of the contract between the roads.

Copyies of the contract between the roads, in printed form, were in the hands of the attorneys and were extensively read from. The contract is quite voluminous, occupying a number of pages of a pamphlet. According to the contract the Rock Island was to put the line into equal joint, perpetual use, etc., of the Rio Grande tracks between Denver and Pueblo upon compliance with certain terms, among which were that it should pay 2 per cent interest upon a fixed valuation of \$8,500,000; should pay upon a wheelage basis its share of operating and maintaining the road, joining in the ratio as its wheelage compared with the whole wheelage of the road; that it should pay a certain percentage of its taxes, etc. On the other hand the Rio Grande was required to fence its track from Denver to Pueblo, to increase the size of the rail used, to place a third rail

when none existed, and otherwise make extensive improvements.

After a short time to make the opening statements, and after a short debate had presented such papers as they intended to use, it was announced that Judge Patterson would open the argument for the plaintiff, and that Solicitor W. Low would close, and that Messrs. Vale and Bassey would speak for defendant. The attorneys each spoke for from thirty minutes to an hour, and it is impossible to give an accurate report of the speeches as they covered a wide range, discussed the various causes of the contract and were of uninterrupted by questions proposed by the judges and by other counsel.

Mr. Patterson held that the paper binding the roads was not a contract but a joint agreement for the operation of the road. He held that under the agreement the Rock Island could possess and enjoy jointly the use of the roads but that there was not a joint ownership of the roads, and they asked that they be not interred with in the case.

Mr. Vale for the Rio Grande held that the Rock Island did not have the right to use the Rio Grande tracks for business brought over other roads, and said that in every point the contract would bear out that only business carried over the Rio Grande road was meant. The fact that a company had spent such large sums, nearly \$850,000, in preparing to receive the business of the Rock Island was an indication of its faith in the contract and that it expected to carry all of the Rock Island traffic. He held that the contract should be construed according to the wheelage on the main tracks of the Rio Grande and not on the wheelage in the yards and terminals because of the impossibility of estimating the wheelage in the yards. The Rock Island was giving valuable terminal facilities at Denver without any compensation. The Rock Island under the construction of the contract could not use the Rio Grande terminals with cars brought over the Union Pacific, and yet the Rio Grande compensated on would decrease. He did not claim that the Rock Island has no right to go into Denver over other roads, but if they do they have no right to use the Rio Grande terminals.

One man Vale to owe Mr. Bassey for the Rio Grande. His time was largely taken up with reading opinions from English decisions in parallel railroad cases, and he did not finish when adjournment was taken. Mr. Bassey held that it was the meaning and intention of the whole contract and not any part of it, from which the construction must be drawn, that to get a fair understanding of it one must remember the position of the two companies at the time it was drawn. He defined the word "occupy" used in the contract, to be putting the road to a use. It under the contract the Rock Island is not entitled to bring its business to Colorado Springs and hence over the Rio Grande when there can be no limit to its power in building into Denver, Pueblo or other points and using D. & R. G. terminals. One man Bassey was frequently interrupted by Mr. Wittraw with questions. In one of them he stated that he would guarantee for President Captain, who had left the room, that he would sign any set of rules that would apply equally at Pueblo and Denver if Mr. Bassey would agree to the same for the Rio Grande. Mr. Bassey replied that he did not fully understand what was meant, and would not agree to anything without fully understanding it.

During Capt. Bassey's talk Judge Miller stopped him and said his attention to the words in the contract, "to put into equal, perpetual, joint, possession, etc.," which he said were very strong words and hard to misconstrue, and that it would rest with the Rio Grande to show modifying clauses to these words in other parts of the contract.

The hour of five o'clock having arrived, Judge Miller announced that adjournment would be taken to 8:30 Thursday morning.

The National Home Reporter of July 25, contains a very complete article on Manitou as a watering place, from which we quote as follows: "The iron and soda springs of Manitou have a national reputation, and the sales of Manitou water, bottled in a part of the country have reached enormous proportions. The soda baths at Manitou are a great institution, and are different from a majority of the baths of other kinds in that they are always open air, or, in other words, are sent so far as possible from circulation by the water, which naturally acts as astringents. The attractions at Manitou, including Five's Peak, the Pass, the Grand Caverns, the Cave of the Winds, the Garden of the Gods and numerous pretty waterfalls are of themselves enough to make the place interesting. Add to these its first-class hotels, good roads over mountain and plain, looking through beautiful canyons and winding gorges, the health giving waters of the springs, the pure snow water for ordinary drinking and therapeutic purposes, and the delightful climate, and it is no wonder that Manitou is the queen of the fashionable watering places of the west."

Mr. R. B. Taylor, has accepted a position with the Wood and Park company, and will spend a portion of his time at the park.

Mr. Paul Ray, sporting editor of the Denver Republic, accompanied the ball teams to the city as guest.

Arranging to entertain the local agents.

The local agents of the Western railroads in this city and Manitou held a meeting last night to make arrangements for receiving and entertaining the delegates to the convention of the National Ticket Agents' Association. The convention will be held in Denver on August 15th. A large excursion, numbering over 500, will come down from Denver to Manitou on a special train and will pass through this city.

The ticket agents decided to try and collect sufficient money to secure enough carriages to drive the entire party around town and to the Garden of the Gods, and to have a luncheon in the garden. These excursions are to be held on the 15th of the month.

There were present at the meeting of the city council Monday night the mayor and a number of his aids.

The specific matter under consideration was the awarding of the contract for constructing the sewer lines 7, 8 and 9.

On account of the sewer committee

not having been considering the bids,

Mr. Barnes read a report of its results in

regarding the various bids.

The bids of the contractors for

the contracts for furnishing labor and materials were as follows:

John Evans, Pueblo, Colo. \$10,000.00

Joseph Williams, Denver, Colo. \$2,500.00

Richard Cough, Colorado Springs. \$1,500.00

John E. Weston, Junction City, Colo. \$1,000.00

John D. Morrison, Denver, Colo. \$1,000.00

David McNamee, Colorado Springs. \$1,000.00

S. C. Woods, Colorado Springs. \$1,000.00

The archduke bids for doing the work, the city to furnish the same, were as follows:

John Evans, Pueblo, Colo. \$10,000.00

Joseph Williams, Denver, Colo. \$2,500.00

Richard Cough, Colorado Springs. \$1,500.00

John E. Weston, Junction City, Colo. \$1,000.00

John D. Morrison, Denver, Colo. \$1,000.00

David McNamee, Colorado Springs. \$1,000.00

S. C. Woods, Colorado Springs. \$1,000.00

The bids for furnishing pipe to the city were as follows:

E. Barnes & Son, Colorado Springs. \$1,500.00

McNamee Manufacturing Company, Colorado Springs. \$1,500.00

McNamee Manufacturing Company, Denver. \$1,500.00

John D. Morrison, Denver, Colo. \$1,500.00

John E. Weston, Junction City, Colo. \$1,500.00

John Evans, Pueblo, Colo. \$1,500.00

Joseph Williams, Denver, Colo. \$1,500.00

Richard Cough, Colorado Springs. \$1,500.00

David McNamee, Colorado Springs. \$1,500.00

S. C. Woods, Colorado Springs. \$1,500.00

The bid of E. Barnes & Son, the city to furnish the work, without furnishing materials, added to G. S. Barnes & Son's bid for furnishing the pipe, would make a total of \$16,000.00; Riley & Co. and McNamee & Co.'s bids amount to \$8,500.00; the bids of Riley & Co. and McNamee & Co. for a iron standard would amount to \$3,500.00. As by doing this work in this way there would have to be added the cost of cement, amounting to about \$500, it was decided that the bid of Richard Cough, for furnishing the sewers and furnishing a labor and material, was the cheapest.

The city read a resolution of the sewer committee recommending that the contract be let to Cough. The motion was seconded and the proper officers were instructed to make a contract with Cough.

Anderson Barnes, a citizen of the city, enquired if the man he is to build would not be better if constructed larger than at present contemplated.

Mr. Reid said that the line on Slocum's run would be ample to sewer the part of the town, but it might be well to construct a larger line in time to carry the sewerage from the north part of town. The city had been incorporated at least a mile north of the present terminus of the sewers, and is only a matter of time when the eight-inch pipe will be too small to carry the sewerage, and something will have to be done. The outer pipe will have to be made larger in time. Mr. Reid gave quite a lengthy talk regarding what the needs of the sewer system will be in time.

Mr. Reid did not think it advisable to put in larger pipe in the line as suggested and employ the sewerage from the upper part of the city into it. He outlined a plan by which it would be possible to construct a larger line in time to carry the sewerage from the north part of town. The city had been incorporated at least a mile north of the present terminus of the sewers, and is only a matter of time when the eight-inch pipe will be too small to carry the sewerage, and something will have to be done. The outer pipe will have to be made larger in time. Mr. Reid gave quite a lengthy talk regarding what the needs of the sewer system will be in time.

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The city read a resolution by the sewer committee, recommending that the contract for the city be given to the GAZETTE Printing Company, the owners of the paper, to be let to the GAZETTE.

The GAZETTE recommended the GAZETTE to be let to the GAZETTE.

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THE PASSION PLAY.

Mrs. Cook Starwood describes a Visit to Oberammergau.

Princess of Munich and Other Famous Places or the Play.

The Oberammergau and the Celestial Passion Play.

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MUNICH, July 14.—Everybody thinks his own way the best. I think my way of going to Oberammergau was a very good way—by Geneva and Zurich. I spent the night on the lake of Constance, at the "Bauern-Hotel." It was simply delightful. The pleasant house has wandered out into the lake, with its gardens andings, and the soft, silent echo of a sound, that of a wave washing the wall, "is all the sound I heard."

At breakfast the next day, I met a Catholic priest from the north of Ireland (the man who came down the smokestack), and he began the usual pronouncement: "We shall be crowded to death; we saw nothing to eat, we shall see nothing."

I was more hopeful, and the sisters of Cook, the tines of Gaze.

We dined opposite each other in the boat going up the lake of Constance, and my maid, who spoke German, began to make herself useful to aim an interpreter; so by the time we reached Lindau (pretty, romantic old town), the priest felt somewhat reassured, and talked to me of peasanty of the Yssieres, and Mirac's ways, of which he knew much. One day, very far, Bavarian officers walked past us, as we waited in Italian; all shaped alike, broad-shouldered, slender men, with slender legs and arms. As we rose through the rain, admiring the dense fir, and the same pine forests, we thought the trunks of the straight trees looked like the legs of the officers. The trees looked as if indeed drawn up for military inspection.

At half past 7 we reached Munich. Still no crowd, plenty of room at the excellent hotel. I saw my friend the priest eating his military dinner as I joined a group of friends.

"We shall be very crowded to-morrow," he exclaimed, as I passed him. I went to the office of Cook in trembling haste, but was reassured by the order and system. I found myself secured for a carriage at Oberau and a room at Oberammergau. Then I drove on to see Munich once more.

Strange that we built artistic Munich can so command a town. Strange that the "fantastics of Ludwig," "poet on the throne, who realized his dreams," can be so lost in solid cement. Strange that giant Bavaria, in bronze, is so uninteresting. It was not until I reached the leafy English garden and heard a waft of Wallensteins, until I drove some by a Bavarian sunset, that forgave the rectangular, we built, expensive city for existing at all.

My friends and I left a railway carriage as we started for Oberammergau. I passed the Catholic priest. "A great crowd, said he, "we shall have to go without food and to sleep on our arms." However, I saw no crowd.

The scenery begins to be picturesque imminently we pass the pretty lake at Starnberg, where the poor crazy king drowned himself and his doctor, and saw his deserted house on the other side. The mountains rise far beyond. Lovely are those views as we pass up a heavy grade, after two cheerful hours reach Oberau.

"Now for a scene," thought we all. A rush of carriages ensues. Two poles with white cards on them market Gaze and Cook, were immediately surrounded, I heard an impudent Eng ishman say, "If you don't give me a good carriage, I will report you." I stood still near the magic word "Cook," and a calm official approached, called me by name, and bid me to a carriage where I, my maid, and my packages were snugly enconced. I was facilitating myself on the easy way out of a difficulty, when a very well-dressed young Eng ishman approached, and assuming a ferocious attitude, said, "I think you have to get out of this, don't you know, I have secured it, and we are five. Get out at once. I think you'll find my sties there." "But the agent put me here," I answered meekly. "Get out at once, and save yourself further trouble," said the Eng ishman, glaring through a monocle. I took his cane and dropped it out of the other side of the carriage. This made him furious, and he raved until Cook led him off to his own carriage "Prisoner." "Ah, great man, von Cook," said my Genevieve, laughing; "it is only the English who are frightened and win so much."

The scenery in this hour's drive to Oberammergau is entrancing. It is a grand, high mountain pass, with its wooded to the top. The long procession of peasants who walked all the way in the hot sun, seemed to take a much shorter cut than we in the carriages. Then we emerged on to a plain, and saw groups of Alpine roses and other pretty wild flowers of which the meadows are full. The day was superb and very warm. We passed the rather important town of Etta, and saw the famous old monastery where the Passion,

play was born, or at least its related and re-written wonderful drama was produced, by the learned Friar Daisenberger, to whose thirty-five years message to the Oberammergauers own their present and past fame. An unusual occurs in this world, as for the one man, or the one woman, who has initiated it. You will always find that one nurse born teacher has done the whole thing.

We were approaching the scene where we were to be spared, clefted of our good beds, crowded like sheep—as for our weak hearts—when, lo, we drove into a large and very prosperous Swiss looking town. We saw great Swiss chalets, full of rooms and windows, the roofs less like sun-burners than usual, not dark and heavy, as is the householder and built his roof first; and then put under in a little house to prop it up, which is the appearance of the average Swiss chalet. No, the Oberammergau houses have a roof which projects a little, not too much; and there are plenty of them near together.

I drove amid a rather long line of carriages to the house of Sebastian Spiegel, where was another imperious "You Cook," who sent me to the house of one Spiegel. When he said Spiegel, there jumped on the carriage a little nut-brown maid, who stuck her heavy golden hair and said, "I am Anna; take care of you." She could speak a little English, and became indeed a guardian angel to us. She was the daughter of Spiegel, and waited on table, did much of the housework and played several parts in the play next day.

I was getting to be uncomfortably too comfortable when I found myself in a good town, a nice, clean bed, a large room, and heard the supper was ready. A roast, goose, done to a turn, some kind of fruit sauce, a delicious bit of venison—such was the menu. The maid, who was the bounding creature, was still in his tender flesh, and ate him, as I knew he was no imitation. A cup of coffee worthy of Le Doyen in Paris, was my supper. Then the housekeeper came and shook hands with me, welcomed me to his house, asked if there was anything I would like; if there was, he would get it for me, if it was on earth. "Yes, give me a little sarcasm, so I can be evened in Oberammergau," I said to him.

But I only asked for two slices for the next day. These two were out of his pocket, and they proved to be the very best, two in a thousand and crowded place.

To go at all into the masterful, the wonderful scenes of Christ scourged, Christ before Pilate, Christ crucified, Christ at burial, I should need the pencil of Rembrandt, and the pen of Milton. round the corner came a band of music, a gun was fired, and some uncials came dancing into the square, followed by a motley group, a dozen little fellows in motley, recited the scene in "Faust," as I met it recited in the cross with laurel wreath when the soldiers return. One old man with patriarchal white hair, as if to increase the effect, hummed at the side of the band. I fear the Oberammergauers knew him to be dramatic, even in their simplicity.

Well, it was beautiful, it was inspiring, it filled the heart. The music was marvellous, and to its echo the actors in the Passion Play of next day went up to rehearse. Over me rose the high cry of the Koé, which has shut out these peasants from the world. Over my right shoulder peered the new moon, after my right, stood the immortal group in march given to Oberammergau by the poor dead crazy king. It represents the Savior on the cross; his mother weeps at his feet.

Next morning a gun at five o'clock aroused the village. I was up at five, I could not sleep, although my bed was clean and soft. I felt too much the influence of this wild mountain's gorge, so I got up. I looked on the people group which began to fill the square. Indeed, it was a crowd.

Haughty Eng ishman, bishops in above, ladies, many, many coryphantes, pretty girls in round sailor hats and long coats, monks, nuns and soldiers, the crazy servants of the crazy sultan of Etta, who, Moammetan as he is, has come to see the Passion Play, Americans by the hundred dozens, few French and Germans, I should think. Oh, what a wondrous thing, the Passion Play at Oberammergau.

Y. E. W. SHERWOOD.

A few days later, I was in the sacristy of the church of St. John the Baptist, Canada, recently. Mr. Laurier, the leader of the party, said: "Canada cannot always remain a colony. The time must come when we will take our proper position in the world; and for my part, I favor independence."

Presently came a long procession from these wings, of choristers, in variously and beautifully brilliant colors, in the long Greek draperies. These are called the Guardian Angels—Schutzengel—and they sang the action of the drama.

Then the central curtain rose, and the drama was revealed. I recognized Anna, the maid of the inn, strangely transformed. Nothing can be more aristocratic or more eminently pretty than these maidens. The day was superb and very warm. We passed the rather

important town of Etta, and saw the famous old monastery where the Passion,

play has never been described,

WE CAN NOT KNOW.

BY ANNA WILSON SIMMONS.
Our tour has come back from sea.
With precious freight for you and me;
With them return we joy as free.
As when we sent them far away.
Upon the waters restless flow!

Will they stay in with banners gay?

We can not know, we can not know.

And will they bring a last one prize,
To quiet our patient, tingling eyes?

With nameless joy, and a great surprise!

Wearies retain their azure hue.

And winds blow soft and calm below,

And wait them home to me and you?

We can not know, we can not know.

Then will our hearts forget their pain,
And cease to sing the old refrain.

When all our ships come back again:

Will weary care cease its sway?

And sit on a fair glow?

With perfect peace to bid each day?

O hearts be still, we can not know.

Wait and watch upon the shore,
With weary eyes we look out o'er

The sailing waters far before.

No gallant ship sails proudly there;

And are they lost for aye below?

No answer comes upon the air—

And it is well, we can not know.

THE SLEEPING SEVEN.

Things Seen and Heard About Town—
Gossip of the Streets.

There is no class of men on whom such heavy and such constant responsibilities as upon those known as train dispatchers. Every minute that they are at their posts, they have the lives of hundreds of human beings in their hands to say nothing of the thousands of dollars worth of property of their employers. A single false move, a single error in the order the dispatcher issues and it is changed from a measure of safety to a charge to one carrying death and destruction to them. The error may be one of only a few seconds, a few seconds too much or a few seconds too little; matters not, but the result is the same as if it were an hour. The exacting and responsible duties of the position are such that not one man in a thousand can fit. Only the most expert telegraph operators and those experienced in railroad work, only those of the most correct habits, those capable of grasping a situation in all its details accurately, quickly and sure, and above all, of those of the steadiest nerve can be called to the position. A Western Union operator or the operator's great service had been rewarded with discharge. This was, however, corrected later when the attention of the general superintendent of the road was called to the matter. He at once ordered the operator's reinstatement. Cunningham, on account of his long and faithful service, was afterwards offered his old position again but he refused it. He did not care to return to that station after his experience.

One day last week a group of men were sitting on the veranda of one of the hotels at Manitou discussing the Rock Island wreck. From this wreck the conversation drifted to other railroad disasters and a number of interesting stories were told among which was one that suggested to me a new danger to be encountered in railroad travel. One night, a few years ago, on one of the roads that traverse the southern part of the Colorado, a north bound passenger train crewed up in front of a little station in the middle of the big tunnel. The train dispatcher of the division was a man named Cunningham and he issued his orders from Connelley. The dispatcher was one of the oldest and most trusted employes of the road. At night he could look back over fourteen years of service in the capacity without a single error. But the error came at last and, as I say, it was only by chance disastrous results were avoided. One night at the operator at East Sancatch was sitting in his office at the mouth of the big tunnel, listening to the click of his instrument, sounding out the messages going back and forward over the wire. He had control only of the tunnel. It was his duty to see that it was clear or to notify westbound trains when it was not and to do this until it was. He had nothing to do with the business passing over the wire, but was referring to the tunnel road when he was a new man at the telegraph business and for the sake of practice was pencilizing down passing messages. There were dozens of them forming a great jumble of miscellaneous business with one and there orders for trains enroute on the division. At last came the orders for the meeting of the big east and west bound express trains. The orders came from the dispatcher at Connelley, a number of miles west of the tunnel. When the operator at East Sancatch copied them he was quick to see a fatal error in them. He read them again. The order for No. 11, west bound express, stated that it was to meet No. 2, east bound, at Bowmans, while the order for the other appointed station as the meeting place. Both these stations were some miles east of the operator's office and Bowmans was several miles east of Connelley. The order, as it stood, was wrong. It was known in railroad parlance as a "bad order." He could not see if it was not corrected, would be that the two big trains would never be able to carry out their orders. They must inevitably meet between the two points, not one on a side-track and the other on the main line to pass in safety, but running both on the same track, at the rate of forty miles an hour, in full collision. The operator from his office occupied on something must be done quickly. A great deal of danger sounded from the heavens. It seemed to echo and re-echo in ominous warning of the terrible fate of human beings that was to come. The operator could imagine that he heard the cries of the victims of the catastrophe. Quietly he turned to his key to call the dispatcher. He could correct the error in time, perhaps. But the key of Connelley was so close to the electric discharge that had destroyed connection between East Sancatch and Connelley. The wire was the responsibility for so much that was to come.

The operator and the fireman, filled with terror at the impending danger, grasped the rumble of the east-bound train in the rear at the moment when it was too long. It was too late. He had waited for the train to move up. The word "lag" the train came and a moment later the train, change the order, made it other terrible railroad disaster had occurred. The great locomotive had met the other train at Bowmans, curried. The engine was broken, the fireman was horribly mangled, but

his own resources. He could hear the rumble of the east-bound train in the rear at the moment when it was too long. It was too late. He had waited for the train to move up. The word "lag" the train came and a moment later the train, change the order, made it other terrible railroad disaster had occurred. The great locomotive had met the other train at Bowmans, curried. The engine was broken, the fireman was horribly mangled, but

the express stopped adding to the danger and horrors of the awful collision. Nine persons lost their lives in the wreck. The fireman was horribly mangled, but

the engineer had sat so quiet and still in his car window, unmoved by the approaching danger to himself, and precious charge, not because he had forgotten his duty or was unmindful of his responsibility, but because he had lost the power to perform it. As he sat there apparently gazing ahead his eyes were sightless, his hand was powerless, his heart had stopped beating. He was dead. It was a singular case. It is not reassuring to travelers on the rail that such a thing has happened and may happen again, but it is true nevertheless, it was established beyond a doubt that the engineer had died at his post, some moments before the collision occurred of apoplexy.

Real Estate Transfers.

Real estate transfers reported by Henry De S. Williams for the week ending July 23, 1881:

1. C. C. Williams to Wm. C. Inlow, 118 and 120, 2nd fl., 14th and 15th st., accts. \$1,000.

2. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., 22 and 23rd st., accts. \$1,000.

3. National Land and Improvement Company to Acton Sawyer, 115 and 116, 6th and 7th st., accts. \$1,000.

4. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

5. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

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10. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

11. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

12. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

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15. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

16. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

17. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

18. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

19. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

20. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

21. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

22. C. C. Williams to Daniel Edwin Younce, 113 and 128, 2nd fl., accts. \$1,000.

HANDSOME NEW HOMES

The Remarkable Growth of Colorado Springs to the North.

Some of the Handsome Houses Now Being Erected in the City.

Some New Homes Now Nearly Ready For Occupancy Described.

Since the building of the Grotto Hall in the extreme north end of the city, the trend of building has been largely in that direction, this tendency being increased by the rapid, yet nearing completion of the motor line. At the present time there are two very large and expensive residences in course of erection on Cascade avenue and Tejon street, a house will be erected at a total cost of nearly \$35,000.

One of the finest houses in the city, in an artistic way and as regards the interior finish and appointments, is the residence of Mr. Louis R. Erlich, now rapidly approaching completion on Cascade avenue. The house fronts to the east and commands on the west a magnificent view of the mountains. It is a frame building in the modern style, covered with dark colored cedar shingles. On the two south corners are circular towers, rising as high as the main body of the building and terminating in a conical roof. A generous veranda runs from a carriage entrance on the north side, completely around the east and south faces of the house and half the way around the west side commanding the view in all directions. The main entrance is from this veranda. It is spacious and well lighted, running through the house to the end of the veranda on the west. A magnificent antique oak stairway, with carved posts and broad, easy steps, leads up from the back of the hall, with three large landings, to the upper floors. The fireplace in the hall is of red tile, surrounded by a heavy mantel in richly carved oak. The floor and all the trimmings are also of oak, and the walls are tinted but in perfect harmony with the handsome wood. In a little room at the side of the hall is a fire proof vault, and there is a space on each side to hang hats and coats. In the rear, under the stairs, are convenient toilet rooms, and on the other side a telephone closet, opening beyond into the kitchen, in the front, opening on the left, is the parlor, finished in cherry. It is a rectangular room, with the base of the round tower making a peasant bay window in the southeast corner. Around the windows of the tower is a circular divan, which is to be richly upholstered. A very handsome cherry mantel surrounds a fireplace in enameled white tiles. Directly behind the parlor, separated by folding doors, is the library, in cherry and blue. Another fireplace in green tinting contrasts prettily with the walls and trimmings. The room is surrounded by handsome cherry bookcases, built in the walls. This room also contains a tower window which commands a comprehensive view. On the right of the parlor is the dining room, finished in oak. The floor is of oak and surrounded by a massive border. The fireplace is of Dutch tile and over it is an oak mantel with a handsome plate glass mirror. The butler's pantry, just beyond, is fitted with a marble sink and cherry cupboard, while a number of cherry closets with glass doors line the walls with abundant drawers below them. The kitchen opens beyond. It is fitted with a modern system of wrought iron range with a roasting top. A cherry cupboard runs around two sides of the room with drawers and closets beneath. A short passage way leads to the refrigerator, which is built into the house and in which a man can stand upright. There is a comfortable laundry beyond the kitchen, with windows out on a porch. Upstairs the floors are all of yellow pine, polished, oiled and waxed, and the trimmings are of oak pine. The rooms are all finished in delicate tints. On each floor there is a large and well appointed bath room, besides a private bath on the second floor. On the third floor is a small room, which is finished in a warm pine and is abundantly lighted. The house is wired for electric lights throughout and has a complete system of electric heat. It will be ready for occupancy by September 1st, at a cost in the neighborhood of \$25,000. Mr. W. R. Dickey is the contractor and the architect is Mr. W. S. Perkins.

Just above the residence of Mr. J. J. Gagerman, on Cascade avenue, workmen are laying the foundation of Mr. E. C. Lowe's new residence which is to be among the handsomest in this city. It is to be built of Peacock's sandstone, with this end of town before next spring. The front will be ornamented with magnificently windowed copper, of intricate design. A veranda will run around the front and on the south side. A large round tower will rise from the southeast corner and terminate in a conical cover considerably above the rest of the house. The front door will open upon a "loggia" paved with marble and lighted through a window covered with an elaborate entwined copper lattice. The "loggia" will lead into a large reception hall, running across the building. This is a novel feature in connection with the house, and will be in hand finish and red oak with the sage.

THE SEA-FOAM GELS.

The Society of Orientals in San Francisco Stories.

There are Few Schools in San Francisco.

Price's Peak Begins to Show.

Georgia, Part 3.

The region surrounding Pike's Peak has long been known as a repository of a large variety of semi-precious stones, and they are to be found in profusion in all our curiosities for the benefit of those tourists who do not care particularly to hunt their own specimens. A specimen which I bought at one of these stores is valuable, for its own beauty and its association with the magnificent scenery and trading air of this part of the country, but it is never cherished by its possessor as is the crystal that he has found himself, the fruit of much diligent search over and among the mountains themselves. A stone of this kind speaks of an intimate acquaintance with the mountains and promises a vivid recollection of the spot and surroundings where the first was found, reflecting the rays of the Colorado sun.

The most common of these stones is the uncolored quartz crystal. These are found in a citations from Pike's Peak but are perhaps the most numerous in a strip of mountain land extending north and south from Crystal Park, which is at the base of Cameron's cone. This part of the country has been pretty well rambled over but there are as good crystals in the ground as have ever been washed out and very fine ones are often found by digging. The best indication is decomposed rock formation, in which may be detected some evidences of a crystalline structure. There are few places in Crystal Park where a gem may be collected by a few inches of earth. The crystals of this class are always hexagonal and are found in soil free from iron.

In spots where iron predominates, but other conditions are favorable for quartz formation, are found the smoky quartz crystals, "easy come, hard to go." These are identical in composition with the clear rock crystals, except that a small percentage of iron gives them a cloudy appearance. A good clear specimen of this "taz" is quite rare, and is worth considerably more than a clear crystal.

There is a small amount of agatized wood in this region, but the most of it is merely petrified. Petrified wood is found in great abundance near Fort Morgan and near Montezuma Park. The "tiger eye," so common in the stores, is agatized wood, combined with iron and a small proportion of asbestos which gives it a peculiar green. There is very little of it found near here, so little, in fact, that a lot of it is put in private cabinets and none on sale. The "tiger eye," which makes such a bewitching variety of paper cutters, glove buttons, sleeve buttons and similar articles, comes from Egypt, where there are almost inexhaustible deposits of it.

The Peacock's Peak oysters are not as brilliant as the Mexican oysters, but they are still a very pretty gem.

They are found principally on Austin's Butte in Colorado and limestone, by breaking open the small fragments of stone which are around on top of the ground, or sometimes they can be seen on the outside. The oyster can easily be recognized in whatever formation it occurs.

Austin Butte has also been the resting place of some of the finest specimens of Jasper ever found. It is merely dark colored, rough looking stone in the rough, not easily recognized by any but a professional specimen hunter.

On Tejon street, near yesterdays, G. A. Fuhr is erecting a cottage for Mr. E. S. Coop. The cottage is small, but its interior is to be very expensively finished. It will cost nearly \$8,000.

Across the way Mr. Roy is putting another \$8,000 cottage for Mr. J. S. Stevens, who is now in the east. It will be a very elegant eight-room frame cottage. One feature of it will be a large window, 5x11 feet, looking out upon the street from the parlor.

A few blocks up the avenue on the east side of the 85th Street Queen Anne frame house is being built for Mr. W. C. Allen, of Philadelphia. It is fitted with a modern system of wrought iron range with a roasting top. A cherry cupboard runs around two sides of the room with drawers and closets beneath. A short passage way leads to the refrigerator, which is built into the house and in which a man can stand upright. There is a comfortable laundry beyond the kitchen, with windows out on a porch. Upstairs the floors are all of yellow pine, polished, oiled and waxed, and the trimmings are of oak pine. The rooms are all finished in delicate tints. On each floor there is a large and well appointed bath room, besides a private bath on the second floor. On the third floor is a small room, which is finished in a warm pine and is abundantly lighted. The house is wired for electric lights throughout and has a complete system of electric heat. It will be ready for occupancy by September 1st, at a cost in the neighborhood of \$25,000. Mr. W. R. Dickey is the contractor and the architect is Mr. W. S. Perkins.

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Jerome L. Jerome, has followed up his success as a maker of books by

designing his strength as a master of plays.

He has written a piece called "Woodborough Farm," which Edward S.other will open his next season.

"Woodborough Farm," though new to the public, is two years old, and has been performed at a theater in London, but it has not been largely received.

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